

U.S. ENVIRONMENTAL PROTECTION AGENCY  
POLLUTION/SITUATION REPORT  
CSX PCB Derailment - Removal Polrep  
Initial and Final Removal Polrep



US EPA RECORDS CENTER REGION 5



436658

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region V

**Subject:** POLREP #1  
First and Final  
CSX PCB Derailment

Chicago, IL  
Latitude: 41.7427519 Longitude: -87.6863999

**To:** Bradley Benning, ERB  
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USCG PolRep Distribution, USCG

**From:** Bradley Benning, OSC

Date: 9/4/2012

Reporting Period: 9/2/2012

## 1. Introduction

### 1.1 Background

Site Number:	1022977	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	CERCLA	Response Type:	Emergency
Response Lead:	EPA	Incident Category:	
NPL Status:		Operable Unit:	
Mobilization Date:	9/2/2012	Start Date:	
Demob Date:	9/2/2012	Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:		Reimbursable Account #:	

#### 1.1.1 Incident Category

Emergency Response Activity

#### 1.1.2 Site Description

CSX derailment involving three trains on an elevated track in a residential area

##### 1.1.2.1 Location

83rd and Maplewood in Chicago, IL

##### 1.1.2.2 Description of Threat

Stopped train that was rear-ended was carrying 93 cars of PCB sediment from the GE Hudson River Superfund Project. The end car was damaged during the collision and released a small amount (<1 c.y.) of sediment to the rail ballast on both sides of the train car.

#### 1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Wet sediment was observed on the rail ballast and track area and on part of the hopper car. The sealed liner was damaged during the impact and resulted in the release of material.

## 2. Current Activities

### 2.1 Operations Section

#### 2.1.1 Narrative

#### 2.1.2 Response Actions to Date

CSX brought in SunPro Environmental Services and Arcadis Env. to investigate and initiate cleanup activities. The contaminated sediment and ballast material were containerized and moved along with the damaged railcar to the CSX Forest Hill Yard. Remediation waste will likely be added to the contents of the damaged car, reloaded for transport to the original destination. Contacted Region 2 Hudson River Field Office to get information on the PCB levels. PCBs in the sediments range from 50 to 200 ppm, and were being transported to Clean Harbors for Landfilling.

### 2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Federal Railroad Administration (FRA) is investigating the cause of the derailment.

### 2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
PCBs	sediment	1 cu. yd.	Rail	Stabilize	landfill.
	< 200ppm				Clean Harbors

## 2.2 Planning Section

### 2.2.1 Anticipated Activities

SunPro will complete cleanup activities, CSX will rerail cars and clear the track.

#### 2.2.1.1 Planned Response Activities

Remove contaminated ballast along track.

#### 2.2.1.2 Next Steps

Return track to service, repair residential damage due to derailment.

### 2.2.2 Issues

None

## 2.3 Logistics Section

NA

## 2.4 Finance Section

### 2.4.1 Narrative

No START or ERRS utilized.

## 2.5 Other Command Staff

### 2.5.1 Safety Officer

CSX- Bill Baker

### 2.5.2 Liaison Officer

CSX

### 2.5.3 Information Officer

CSX - Tom Livingston

### **3. Participating Entities**

#### **3.1 Unified Command**

CSX  
EPA  
Chicago Fire Dept.  
Federal Railroad Administration

#### **3.2 Cooperating Agencies**

Chicago DOE  
Chicago Streets and Sanitation

### **4. Personnel On Site**

EPA OSC - 1  
CSX personal - 30  
FRA - 3

### **5. Definition of Terms**

No information available at this time.

### **6. Additional sources of information**

No information available at this time.

### **7. Situational Reference Materials**

No information available at this time.